

**BOARD FOR BRANCH PILOTS MEETING
MINUTES**

The Virginia Board for Branch Pilots met on Thursday, October 30, 2008, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present:

Captain Robert H. Callis, III
Bruce R. Cherry
Captain J. William Cofer
Thomas P. Host, III
William M. Martin, III
Douglas E. Miller
Meade G. Stone, Jr.

Board Member Captain Milton B. Edmunds was not present at the meeting.

Staff present for the meeting were:

Jay W. DeBoer, Director
Mark N. Courtney, Deputy Director of Licensing and Regulation
Kathleen R. Nosbisch, Executive Director

Cynthia Norwood was present from the Office of the Attorney General.

Finding a quorum of the Board present, Mr. Cherry, President, called the meeting to order at 10:10 a.m.

Call to Order

Mr. Miller moved to approve the agenda. Mr. Stone seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Host, Martin, Miller, and Stone.

**Approval of
Agenda**

Mr. Martin moved to approve the minutes from the August 1, 2008, meeting as amended. Mr. Miller seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Host, Martin, Miller, and Stone.

**Approval of
Minutes**

Captain Callis provided the Board with a report of the examinations conducted by the Examination Administrators on October 30, 2008. The following report was made:

**Exam
Administration
Report**

January N. Collins

Captain Collins answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Sewell's Point, Lynnhaven and Newport News, proper scope of chain in strong winds, safe vessel speed, master pilot exchange, overtaking situations, small boat traffic and proper use of the auxiliary channel. Captain Collins stood a good examination and

was found to be qualified. Captain Callis moved that Captain Collins be raised from the Alpha classification (16,000 gross tons and 25' maximum draft) to a Bravo classification (24,000 gross tons and 28' maximum draft). Mr. Host seconded the motion which was approved by Messrs. and Captains: Callis, Cherry, Cofer, Host, Martin, Miller, and Stone.

Benjamin L. Speckhart

Captain Speckhart answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Sewell's Point, Lynnhaven and Newport News, proper scope of chain in strong winds, safe vessel speed, master pilot exchange, overtaking situations, small boat traffic and proper use of the auxiliary channel. Captain Speckhart stood a good examination and was found to be qualified. Captain Callis moved that Captain Speckhart be raised from the Alpha classification (16,000 gross tons and 25' maximum draft) to a Bravo classification (24,000 gross tons and 28' maximum draft). Mr. Host seconded the motion which was approved by Messrs. and Captains: Callis, Cherry, Cofer, Host, Martin, Miller, and Stone.

Jonathan D. Worth

Captain Worth answered oral questions related to the extension of route. The subjects included courses and distances from Cape Henry to Cheatham Annex, local traffic, high water arrival times, under keel clearance, bridge restrictions, safe anchoring positions in the York River and Cape Charles, aids to navigation, and safe vessel speed. Captain Worth stood a good examination and was found to be qualified. Captain Callis moved that Captain Worth be granted an extension of route from Cape Henry to Pages Rock, upon the York River. Mr. Host seconded the motion which was approved by Messrs. and Captains: Callis, Cherry, Cofer, Host, Martin, Miller, and Stone.

On August 23, 2008, Captain McKnew boarded the M/T ALRAR at the Cape Henry pilot boarding area at 1410. The weather was clear with a 5 to 10 knot Northeasterly wind and the current was flooding approximately 1 knot. Captain McKnew's orders were to pilot the ship to Atlantic Energy Terminal on the Southern Branch of the Elizabeth River in Chesapeake, VA. The ship is LOA 204.92 meters, breadth 32.241 meters, and the gross tonnage is 35,306 tons. The draft of the ship was 10.5 meters (34ft 05in). The ship was under Coast Guard escort per standard procedure for LPG vessels transiting to Atlantic Energy. After conducting a Master/Pilot exchange at approximately 1412, Captain McKnew assumed the con of the ship and they proceeded to their destination.

**Captain Joseph
McKnew, M/T
ALRAR**

At 1635, the ship arrived at Hospital Point and met two McAllister tugboats, and the docking master boarded the vessel. At 1640 the docking master, the vessel's Captain, and Captain McKnew conducted a

pilot/pilot/master exchange at which time the docking master assumed the con of the ship. The ship transited the Southern Branch at 5 knots or less from Hospital Point to Atlantic Energy. They were traveling at a normal transit speed and at a minimum speed to maintain safe control of the vessel in close quarters. Throughout the passage, they kept towards the center of the channel to safely perform three bridge transits. During the Southern Branch transit they passed numerous tugs, tows, barges, and ships both underway and moored as per normal circumstances on the Southern Branch. At 1721, the ship cleared the Old Virginia Railroad Bridge, the last bridge transit of three on the Southern Branch. At approximately 1815, they arrived alongside Atlantic Energy terminal. Captain McKnew disembarked the vessel at 1900 hrs.

Captain McKnew noted that he received a letter from Perdue Industries regarding the incident. After review and discussion, the Board requested that this matter be continued until the December 15, 2008, meeting to allow time for the Board to review the letter from Perdue Industries.

The Board members requested that Ms. Norwood follow up with Commander Anderson of the U.S. Navy, regarding the incident with LCU 1643 and M/T SKARVEN, as no response has been received at this time. The Board members asked that this matter be placed on the December 15, 2008, agenda.

Mr. DeBoer introduced Kathleen R. Nosbisch, Executive Director, to the Board.

Mr. Cherry appointed a committee of Mr. Stone, who will be the Chair, and Mr. Martin to review the Board's Chemical testing regulations. Messrs. Stone and Martin will update the Board at the next meeting.

Mr. Kirchner provided the Board members with a presentation regarding the investigations of the allision with the San Francisco-Oakland Bay bridge by the M/V COSCO BUSAN in 2007.

Mr. Kirchner covered topics including pilot liability, role of master/pilot information exchange, pilot familiarity with use of ships radar, oversight of pilot by the Pilot Commission, medical and physical ability of the pilot, fog policies, periodic evaluation of pilots, Voyage Data Recorders, monitoring of bridge crews, and the investigation by the Marine Safety Division of the NTSB.

Conflict of Interest forms were completed by all members present.

Follow-up on Letter from Commander E. J. Anderson, U.S. Navy, Regarding LCU 1643 and M/T SKARVEN

Other Business

Presentation by Paul Kirchner, Executive Director of the American Pilots Association, regarding the M/V COSCO BUSAN

Conflict of Interest Forms

There being no further business, the meeting was adjourned at 11:46 a.m. **Adjourn**

Bruce R. Cherry, President

Jay W. DeBoer, Secretary